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DIALOG(R) File 351:Derwent WPI

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WPI Acc No: 1997-018625/199702

XRPX Acc No: N97-015695

Compressed natural gas fuel supply system for diesel engine - in which flow rate of oil is controlled using control valve, when solenoid valve opens up introduction path

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Number of Countries: 001 Number of Patents: 001

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
JP 8284704	A	19961029	JP 95108166	A	19950407	199702 B

Priority Applications (No Type Date): JP 95108166 A 19950407

Patent Details:

Patent No Kind Lan Pg Main IPC Filing Notes

JP 8284704 A 7 F02D-019/06

Abstract (Basic): JP 8284704 A

The system includes a cylinder to which air is supplied through an air inhalation part (B). Combustion gas is discharged into the

atmosphere from a diesel oil supply system (A), which supplies oil to the cylinder, through an exhaust part (C) of a diesel engine (11). An air/fuel mixing device (D) which is provided in the air inhalation part is connected to a compression gas supply source (19). A gas fuel introduction path (22) provided at the downstream end of the mixing device, is connected to a pressure co-ordination unit. An oil flow rate control valve (K) and a pressure sensor (k) are arranged near the pressure co-ordination unit.

The exhaust gas is recirculated through the inhalation part back to the engine. Combustion gas is discharged through a catalytic converter (L) provided in the exhaust part. When the pressure of the gas supply source falls below a set level, the co-ordination unit closes the introduction path. A solenoid valve (H) opens the path when the pressure exceeds a set level. At this instant, a limited flow rate of diesel oil is permitted by the control valve. If the solenoid valve closes the path, unlimited oil flows.

ADVANTAGE - Enables cleaning of exhaust gas. Simplifies operation. Reduces air pollution by preventing output of noxious gases.

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Title Terms: COMPRESS; NATURAL; GAS; FUEL; SUPPLY; SYSTEM; DIESEL ; ENGINE ; FLOW; RATE; OIL; CONTROL; CONTROL; VALVE; SOLENOID; VALVE; OPEN; UP; INTRODUCING; PATH

Derwent Class: Q52; Q53; X22

International Patent Class (Main): F02D-019/06

International Patent Class (Additional): F02D-041/02 ; F02M-021/02;

F02M-025/07

File Segment: EPI; EngPI